

# THE ST. JOSEPH OBSERVER.

VOL. VIII

ST. JOSEPH, MISSOURI, SATURDAY MAY 8, 1915.

NO. 31

## THE PRESIDENT REBUKES WALSH

**Will Not Allow Industrial Commissioner to Drag Him Into His Newspaper Controversy**

**With His Double Burden the Chief Executive Stands Between the People and Harm**

Whether John D. Rockefeller is guilty or not guilty of inciting or inciting the Colorado riots and consequently bloodshed, is a question which has caused President Wilson to administer a very neat rebuke politely expressed but unmistakable to Chairman Walsh of the industrial relations committee, now engaged in seeing if really Uncle JAWN had all little, or much or anything at all to do with that naturalistic of bloodshed and damage done in the warfare which raged in that mountain state.

Chairman Walsh in his capacity as chairman of the commission ordered the president to furnish him certain correspondence alleged to have a bearing on the dispute which Walsh is engaged to with Uncle JAWN and which has developed into a newspaper controversy between the two. This is the way Walsh was answered and in which the president permits his position to be reported as follows in the Associated Press:

**President Wilson's Belief.**

The president's friends understand he believes the commission should conduct the investigation into industrial conditions for which it was created by congress without getting into newspaper controversies. While his has not gone into the merits of the discussion between Mr. Walsh and Mr. McLean, he said today he thinks the object of the commission investigation is apt to be defeated if published attacks on witnesses before the commission are continued.

It has been and is Mr. Wilson's aim to be instrumental in bringing about a friendly and mutually tolerant understanding between the people, as represented by their government, and the business interests of the country. He is trying to effect needed reform in such a way as will not impair confidence. He wants to lead business men to understand that the government has no other purpose than to deal with them fairly, and that all it asks of them is that they deal fairly with the government and the public.

Instead of swashbuckling and intransigent reform he stands for rational reform to be attained by rational methods and depends on reason and political firmness rather than on the big stick to gain his ends. No man in the country understands better than does Mr. Wilson that prosperity cannot be made general and permanent unless and until the business interests have confidence in the disposition of the public to deal justly with them. And no one understands better than this is dependent on the public being convinced that business, on its part, is disposed to stand on the square deal as its platform and to accept just and rational reform as a part of the new order of things. It is a very difficult and delicate task of adjustment and conciliation that the President has undertaken, and when any member of his administration so conducts himself as to show a hostile rather than a helpful spirit the task is made all the more difficult.

**Walsh's Judicial Position.**

That Walsh in his position as chairman of the commission is the right man is not open for discussion. His democratic fundamental and his intentions are of the best. But he should remember that he occupies a position that is in its nature judicial, and that the spirit of the impartial investigation is what is called for on his part, not that of the partisan and hostile advocate. It is not his business to engage in public quarrels with congressmen, or to pass judgment in advance of the conclusion of the investigation that is under way. He is not at the head of an inquisition but of an open and impartial tribunal, and before that tribunal capitulates and labors, employer and employee, should stand on an even footing.

The incident is a small one in itself but in its disclosure of tendencies it is important. Thus far it is doubtful if more than a very small percentage of the people comprehend how great a service the president is performing and in how admirable a spirit, with reference to industrial conditions in this country. He is trying to bring

### BILLY'S THRIFTY METHODS.

**He Even Has His Hymns Copyrighted So He Can Commercialize Them.**

Any one who is at all familiar with modern evangelistic methods can recall many occasions when the appeal of the preacher has failed to bring a single sinner forward, and has noticed a change about over the congregation as that wretched, plebian meeting method of a hymn has floated out mostly from a choir trained to use the proper modulation.

It is true that "the song that stirs a nation's heart is in itself a deed, we need not be boos or harsh in our judgment. But unfortunately there is a mercenary side to this use of music. Hardly any of the great standard hymns of the Christian Church are copyrighted. But nearly all of the effectivenesses of the present day revivals are copyrighted and jealously guarded. Not because they are valuable as music or poetry, but for the simple reason that they are a lucrative side line of profit for the evangelist or his musical director.

Barker's success as Moody's musical conductor pioneered the way for Ogle Frazee's hit-product, "Biblebeater." Billy Sunday's side, is interested in a publishing company that bears his name and that prints and sells the hymn books used exclusively in the Sunday campaign. If one may judge from the widely known cost of producing such books side by side with the vast number that must be sold each year it should be a very profitable fiber.

Indeed, one celebrated evangelist has seriously warned his fellow evangelists that the commercial aspects and interests of their campaigns are bringing not only their offering, but the whole cause of religion into disrepute. And it is not very hymn music. The writer has a very vivid impression of one mission conducted by the Rev. Reuben A. Torrey, D. D., in which the sole of his various publications seemed to bulk more largely than the conversion of souls.

### STILL MORE TROUBLE.

**The Women Now Taking a Hand In St. Louis Republican Mass.**

St. Louis Republicans are not only having trouble—but they are having more trouble—and then some. Now that their newly elected president of the council has started to learn the shrewd trade in the federal penthouse at Jefferson, he has been searched for the time being, and the remainder of the Republicans in St. Louis have come to breathe easier, but the women—some of the softies—are now again a cog has been slipped and after the party. It appears that after that famous "election" the other day that the new Republican board of aldermen decided that all stenographers employed by the city must be voters, and as women are not allowed to vote, a large number will be thrown out of employment. The women say that they pay a considerable part of the taxes, and that women stenographers have proved more efficient than men. They declare that the rate of severance to those whereby the women stenographers were all dismissed, was a discrimination against citizens, and that it is contrary to the Fourteenth Amendment. So the women are all arrayed against the new Republican government. That party seems to be in hard luck in St. Louis anyhow. The man whom they elected as the head of the ticket has been sent to the pen and now the women are indicting the whole batch. Attention is also called to the fact that it will be very hard to get competent men to fill the vacancies at the salaries the city pays.

The Post-Dispatch has taken up the cause of the women and declare that the exclusion of the women was indicative of the existence of a specious motive and that "the persistence of the action will make St. Louis a gimp." It does not follow because women are denied votes that

### WOULD NOT SIDESTEP.

**Mrs. Helen Slater Does Not Like Uncle Lucy's Railroad.**

Well, we don't care if Mrs. Helen Slater does not like Graham of Lucy's railroad—and if she is not afraid of it—for us St. Joseph people like Graham Lucy and we like his railroad. Of course Mrs. Slater may have had some ulterior motive—we never will be able to arise to the ability of reading the feminine heart or educating female motives—as we will put that portion up in some one more authentic than we are and simply give the story as it comes from Hastings, Neb., why Mrs. Slater does not like Graham Lucy's railroad. A dispatch tells it thus:

Hastings, Neb., May 8.—"I wouldn't get off the track for a direct train line if I could," says Mrs. Helen Slater, of Hastings, in defense of her son, Mr. Helen Slater, in walking from Chicago to San Francisco for the second accommodation freight train on the St. Joseph & Grand Island road between Hastings and Grand Island by deliberately running on the track until the engine was stopped within a few feet of her. As the train moved on, she refused to step from the track until the engine stopped near her. When the train had started to the rear she refused to step from the track until the train had pulled her away so the kids might pass.

Despite Sheriff William Tolson's efforts and other railroad officials' efforts to dissuade her, but before Mrs. Slater was satisfied she had crossed the Hall County line, so she was turned over to the Grand Island authorities.

It is suggested by some of President Taft's friends that as he is a most successful diplomat that he go to Grand Island and talk it over with Mrs. Slater and have the signs she placed on his line removed.

### THIS CIVIL SERVICE REFORM.

The New York Board of Estimates has instructed all city employees to furnish full and accurate information as to the exact amounts spent by themselves, their wives and children on clothes, luxuries, books, trips to Coney Island, etc.

Bill McKinley was a white-wing who most sympathetically kept immune from mud and dust and dirt the corner that he swept.

But when the Board of Estimates demanded what he paid the butler and the chamber maid turned him down.

Although upon the blank they sent he laboried hard and long.

In several particulars he got the answer wrong.

As soon as his reply went to poor Bill was promptly fired.

Mike Shore was a laborer who worked around the docks.

At digging docks and pulling up trees and moving sand and rocks.

The estimate that he sent in of what his children spent.

On theaters and textbooks he checked up to a cent.

But when the Board went over it the same Comptroller found

There was no item of the cheese they fed their Edam hound.

An error such as this of course, no Board could overlook.

And when his paper was received, poor Richard got the boot.

### TO THE TENNESSEE.

#### Rivers and Harbors Committee to Inspect Southern Rivers.

Congressman Charles P. Bonner will leave tonight for St. Louis where on Sunday he will meet some of the other members of the Rivers and Harbors committee of which Mr. Bonner is a member, and they will proceed to Memphis, Tenn., where they will meet all members of the committee. The committee will also at that point meet the finance committee of the Senate and the finance committee of the House and the three bodies will then go on an inspection tour of the Tennessee and other southern rivers.

The tour will be a comprehensive one and an government work on the Tennessee now in progress and also proposed will be gone over or looked into with the view of presenting a report at the coming session of Congress with recommendations. The federal government realizing that the improvement of the internal waterways of the nation means much for the future development of the country is devoting much attention to that direction and with good results.

The tour of the committee will extend as far to the southwest as Georgia and to the north as far as Mobile and New Orleans. It is expected that considerable progress will be the result of this trip.

should be excluded from even the minor positions in the government service. The Republican politicians in St. Louis find themselves in deep trouble with the city now.

The Post-Dispatch has taken up the cause of the women and declare that the exclusion of the women was indicative of the existence of a specious motive and that "the persistence of the action will make St. Louis a gimp."

It does not follow because women are denied votes that

### AN INCIDENT OF THE STREET.

\*

Last Monday morning one of the most prominent attorneys of St. Joseph—a man who has in time past avowed the atheist branch of Christianity and is now raised as at the age of the profession here, was walking down Park street in front of the Missouri Valley Trust Co. to meet a young man of genteel appearance who was much the worse for beer and would begin to yell at

The kindly attorney who enjoys a personal acquaintance with almost every person in St. Joseph noted the man was a stranger and that he only needed help.

It was found he grazed the streets by the arms and asked him where he desired to go. The attorney inquired that he wanted to reach the Hotel Metropole and without a seconds hesitation the lawyer started with him in that direction at very rapid measure.

When the man reached near the hotel the engine stopped near as this was the last car pulled out from the track until the train came pulled the lawyer up to the front of the engine and said to him,

"Get off the track, you are

going to run over a child."

He then stepped off the engine and

walked away.

When the engine started again the man who had been walking behind him was still near the engine and the attorney inquired if he had any money.

The man said he had none and the attorney inquired if he had any change.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

He then took a little money and informed that he had not a cent.

### MORE PATRONS—SAME EXPENSE.

\*

One Million More Hotel Guests Below at the Same Cost.

Since the time last summer when the railroads out of the St. Joseph office were reconditioned and cut down from 200 to 100 in number in saving, and more rooms served than there were prior to the reconditioning by the railroads out here, there has been much complaint to people who, while yet visiting cities, have possibly had different classes of service as heretofore, in consequence of which they have made much complaint.

The fact is that when the ten railroads out of the St. Joseph office were reconditioned to save money was a result of the railroads themselves, instead of being cut off from the same, as reported by the local press. Possibly the following Washington Dispatch will bring a little needed light on the situation and give some understanding of conditions.

Washington, May 8.—"Washington business interests, particularly hotelkeepers, believe that the recent legislation of Congress will result in a reduction of 200,000 passengers annually.

The legislation, which was introduced by Senator George W. Norris, of Nebraska, and passed by the Senate, provides that the railroads will be prohibited from charging rates above 100 percent above the cost of the passenger.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent, and the additional fares will be approximately 150,000 additional passengers.

The railroads are seeking to have their rates cut by 25 percent,